

Edmonton Bulletin.

EDMONTON, ALBERTA, THURSDAY, MARCH 24TH, 1898.

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SEMI-WEEKLY. 4 PAGES.

TELEGRAPHIC.

WINNIPEG, March 24, '98.

Prince Baradine won the Lincolnshire handcap.

Russia threatens to seize Port Arthur and Taliwan.

A franchise bill was introduced in the House of Commons.

Eastern nurseries are protesting against the San Jose scale act.

Over five hundred homestead entries have been filed since Jan. 1st.

Ontario & Rainy Lake railway was dis-

closed in the House of Commons.

It is reported on good authority that Lord Salisbury will shortly resign.

Gladstone has returned to Hawarden, He is very low and suffers great pain.

The Charlton Sunday Observance bill was killed in the House of Commons.

All available vessels of the United States navy are being placed in commission.

Six French officers and one hundred men were killed in a battle at Madagascar.

M. Cameron, M. P., is mentioned as lieutenant-governor of the Northwest.

Two men were killed and seven injured by an explosion in a Pennsylvania mine.

L. Van Koughnet, formerly deputy superintendent of Indian affairs, is dead.

The valley of the Mississippi is flooded and tributary streams are raising rapidly.

The steamer, Helen B. Almy, bound from San Francisco to Alaska, was lost with all hands.

The official declaration in Parry Sound gives Beaty, independent, over 1,110 ma-

jority.

A deputation from Port Arthur leaves for Ottawa to press the claims of the district.

One-half of the United States \$50,000 appropriated for a defence fund, has been expended.

The Yukon railway bill was introduced in the Senate. It is not likely to pass as vigorous opposition was manifested.

The report of the board of experts appointed by the Washington authorities to investigate the blowing up of the Maine, will be made to-day, when a crisis is expected.

LOCAL

A CONCERT will be held in the Methodist church on Tuesday evening next.

J. FRANCIS, late of the Claxton party, leaves for England on the next train.

At Pattison was appointed night-watch-

man at the copacab meeting held Tuesday night.

A PARTY of three from Paris, France, and one Irishman, arrived last Friday en route to Peace river on a prospecting trip.

N. G. FLATER, formerly of Edmonton, returned on Monday's train after an absence of two years, to reside permanently here.

R. S. CAVIN and family, of Gernham, B.C., arrived on Monday's train to take up land and settle permanently in this district.

Dr. McInnis and Alf. Brown, with Geo. Adair and Chas. McCallum, left on Tues-

day for the gold fields by the Slave lake trail.

A. C. WATERS of the Alaska Mining & Trading company, left on Tuesday morning for the Landing and expects to return on Saturday.

A crew of thoroughbred shorthorn heifers and a thoroughbred bull arrived on Mon- day's train from Ontario to H. Russell, of South Edmonton.

Geo. T. Lumsden of the Mackenzie Steam Navigation company went out to the Landing on Tuesday's stage to look after his boat building there.

The annual general meeting of the board of trade will be held in the town hall to-night for the transaction of business and the election of officers for the ensuing year.

Rev. Father Morin and his colonists did not arrive on Monday's train as expected, on account of the heavy traffic on the line which necessitated some of the train being held over.

ETHEL LINDLEY of the Lindley company, was one of those who were financially injured by the Ontario floods. She is the owner of property in London, Ontario, which was in the flooded districts and was greatly damaged by the overflow.

MESSRS. D. R. Cowan and L. H. Pike, of Moline, Ill., arrived on Monday, bound for the gold fields by the Mackenzie river route. They state that if the Edmonton route was advertised and known along the Pacific coast, we would have more people here "than there is canvas to cover them."

A. B. CAMPBELL, of Kingstone, Ont., has arrived looking on the district with a view to establishing a flour mill here, leaves on the next train south. Mr. Campbell has not yet arrived at any arrangement in regard to building a mill, but expects to visit Edmonton shortly and go into the matter again.

THE March issue of the Nor'West Farmer contains complete reports of the conventions of the Manitoba Dairy association, the Pure-Bred Cattle Breeders, the Sheep and Swine Breeders, and the Western Horticultural society, with papers read and discussions on same, together with full page half-tones of the winners of those in attendance. Several of the first winners at the Manitoba Poultry show are also shown, and many interesting articles by leading agriculturists of the west.

THE Toronto World of the 16th mentions that Wm. Bell, who for a long time has patrolled a night watchman's beat down town, leaves to-day for the Klondike. He joins a party at Edmonton and the route will be to Athabasca, then along to the Mackenzie river, where they expect to find the gold. Others in the party will be G. S. Wilkins and Messrs. Oliver and Cooper, of Edmonton. Mr. Bell is remembered by a number of the older inhabitants of Edmonton, as he was at one time racing near Red Deer and was instrumental in visiting summary justice on the murderer, Ole Mickelson.

H. WYNICK, of the Sunny South party of four, en route to the gold fields via the Slave Lake trail, writes from Fort Assiniboine under date of March 8th to the effect that the party are making satisfactory progress and the horses doing well. They had splendid weather and made good time until they overtook the rear division of the Helpman party and were delayed a day in getting past them. The rate of travel is about 15 to 18 miles. Every day they pass or are passed by a number of outfitts on the road. Beyond the Pembinas the snow is deep and travelling heavy for the horses. Game so far had been scarce.

A CURLING match, married ladies vs. single, will be played at the rink to-night. One of the heaviest snow storms of the season visited the district yesterday and still continues, though in a more modified manner. It will be a boon to the parties who are bound for Peace river over the snow and who were finding the sleighing very poor.

The regular train which should have arrived last night did not leave Calgary until some time this afternoon and its hour of arrival is very indefinite. An extra freight which left for the south yesterday, is stuck on the line between here and Calgary. Too much snow is the cause of the delay.

The party of French-Canadians from Woonsocket, R. I., referred to in last issue, arrived on last train and intended leaving for the Athabasca Landing this morning. The members of the company are: N. Lefrancois, L. Mongeon, Jos. and Louis Mayer, N. Rousseau, O. Boissy, A. Gagnon and J. Froment, of Woonsocket, and A. Jacob, of St. Prosper, P. Q. Madam Lefrancois accompanies her husband. N. Bouchard, who came with the company to this point, will remain here.

J. F. PATERNAUD, of Star Lake, Wisconsin, who came in a couple of weeks ago to meet the farmers of Glenary and Athabasca, and Quidi-Vidi for the purpose of making arrangements for the building of a flour mill in the vicinity of those settlements, returned last week. Owing to a difference of opinion as to the desirability of building the mill in St. Albert or in the Glenary settlement, no definite arrangement was arrived at. A meeting will be held in the Glenary school house on Saturday, the 2nd of April, for the purpose of settling this point, after which negotiations will be re-entered into with Mr. Paternaud.

The Klondike Reporter, of Chicago, a paper apparently published in the interests of a newly formed mining company called the "Klondike Co-operative Grubstake Company," contains a lengthy description of the company's plans, together with photo-engravings of its officers and John Riley Brenton, of Edmonton, who is to be the guide of the body of representative men who are to go to the Klondike in the same manner as did the Yukon Valley Prospecting & Mining Co. The company's project is to send out 100 men, 50 by the coast and 50 by the Edmonton route. Half of what is found goes to the company and half to the men who find it. The half share of the company will be divided among its shareholders. The capital stock of the company is \$1,000,000, divided into 100,000 shares of \$10 each. The party to go by Edmonton will be in charge of Mr. Brenton, who, having made a number of trips in the vicinity of Fort St. John and thence to the Nelson river, should be of great assistance to them along that part of the journey. The party expect to reach here about 5th of April.

GOVERNMENT REFUSES AND CITIZENS ACT.

As mentioned in last issue a meeting was called by the board of trade on Monday afternoon, to make arrangements for immediate action to be taken in regard to blasting away the boulders obstructing navigation at the Grand Rapids, word having been received that the rocks which obstruct navigation are exposed and free from ice, enabling them to be drilled and blasted without difficulty. The meeting was largely attended by citizens and men of transportation and prospecting companies.

The telegram which was sent to the minister of interior on the 20th, asking for government assistance to take advantage of the unusual conditions offered, was read and also the minister's reply in which he stated: "Regret I cannot see my way clear to recommend acceptance of your proposition." Wm. Clarke, who recently returned from the north by the Athabasca river and who has had a number of years experience as steersman on the river and through the rapids, was then requested to explain the work required and did so stating that the removal of seven boulders would open a channel which would enable boats to shoot the rapids without the labor and expense of lowering and portaging.

An arrangement was arrived at with Ed. Nagle to secure the services of W. Clarke and two Indians dog driver to transport the employee of the town engaged to do the blasting and all necessary material and food supplies to the rapids and return. It was estimated that the trip to the Landing would occupy two days, from the Landing to the rapids five days, work at the rapids seven days and return in seven days. The approximate cost of labor and material was estimated at about \$600. As the government had declined to assist it was unanimously decided to raise the amount by private subscription and on a list being opened the sum of \$90 was at once collected from the "Klondikers" present at the meeting. C. F. Strang was appointed treasurer of the collection fund and Messrs. Hendricks, Burg, Edmonton, Fringe and Strang were appointed to canvass subscriptions. \$400 of the amount was then collected up to the present and the total amount will be secured without difficulty.

At a meeting held yesterday an agreement was signed with Ed. Nagle for the services of his employees, and offers were received from practical men for the work of drilling and blasting. Two offers were received and D. McCallum, late of Kaslo, was appointed to superintend that part of the work. The party, namely, Messrs. Clarke and McCallum with two dog teams and drivers, leave to-day with their outfit and go into the matter again.

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RESOLUTION OF APPROVAL.

The following resolution was passed by the Calgary city council on the 8th inst., on the motion of Alderman Mackie, seconded by Alderman McTavish:

That this council having viewed with much satisfaction the action of our member, Mr. F. Oliver, both in the Dominion House of Parliament

and in the various cities where he has succeeded in inducing the different boards of trade to take an active interest in urging upon the government the necessity of the immediate opening up of the Calgary and Edmonton route, wish to express our entire approval of his efforts; and that they be requested to forward copies of this resolution to F. Oliver, Esq., M. P., Hon. Mr. Blair and Hon. Clifford Sifton.

NEW ADVERTISEMENTS.

FOR SALE.

Lot next Macdonald's drug store, west side, 30

feet front. Apply to JNO. F. FOBES.

42-50 Postoffice Block.

Also several good improved Farms.

427 R. M. ATZ, Edmonton.

Farm for Sale.

For sale cheap and on easy terms, the best located

240-acre farm in Stony Plain Settlement, 160 acres

under cultivation and fenced. Apply to

427 R. M. ATZ, Edmonton.

CONCERT!

Methodist Church, Edmonton

TUESDAY, MARCH 29TH.

A good programme of Vocal and Piano

Solos and Readings by the best local artists.

Admission 25cts.

To the Klondike

The Steamboat

"SPARROW"

Will leave Athabasca Landing on May 1st

for Peel River.

ROOM FOR A FEW MORE PASSENGERS.

FARE \$200.

Address—

MACKENZIE RIVER STEAM NAVIGATION COMPANY,

Merchants Bank, Edmonton

This is a New Ad.

And we have a lot of New Goods, such as

FRUITS—

Bananas, Christie Brown's Soda

Oranges, Biscuits, Perrin's Soda Biscuits

Lemons, Cow brand,

Apples, Patterson Soda Biscuits

Grapes, Hard Tack,

Cocoanuts, Pilot Biscuits,

Marmalade, Klondike Biscuits in

Potatoes, tin-lined boxes,

and all kinds of Fancy Biscuits

AT THE—

Old Scotch Bakery

HATS

—AND—

CAPS

—

Our Spring Stock has arrived,

comprising the very latest styles

and leading shapes, in all sizes and

colors.

We have a special line of

Fedoras in Black, Brown, Drab and Grey, at \$1.50; some at \$1.00

and down as low as 50c.

We have better goods too. Such

makes as Stetson, of Philadelphia,

and Messrs. Hendricks, Burg, Edmonton,

Fringe and Strang were appointed to can-

vas subscriptions. \$400 of the amount

was then collected up to the present

and the total amount will be secured

without difficulty.

Come and see us if you want an

up to date Hat.

Our Stock is the largest and our

Prices the lowest.

FIRE

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ACCIDENT

PLATE GLASS

INSURANCE

Klondike Risks accepted.

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HOUSES

REAL ESTATE

WILD LANDS TOWN LOTS

GOLD AND COAL MINES

HUMBERSTONE BLOCK

EDMONTON, N. W. T.

EDM

EDMONTON BULLETIN

(SEMI-WEEKLY.)

Printed Monday and Thursday evenings.

Subscription \$4.00 a year in advance.

Transient advertisements: Five lines and under, three insertions and five cents a line; \$2.00, or ten cents a line first insertion and five cents a line each week or part of week after.

Standing advertisements: \$1.00 an inch per month.

FRANK OLIVER, PROPRIETOR.

EDMONTON BULLETIN, MARCH 24th, 1888

THE EDMONTON ROUTE.

Although compelled to notice the Edmonton route to the Yukon as a matter of news the *Globe* is still doing its best to discredit it in the public mind in favor of the scheme of its new found friends, Mackenzie & Mann. Recently a letter appeared in the Ottawa Free Press from D. Hopkins, of Ottawa, a member of the Morse party, who it will be remembered, left for the north about Christmas, in which Hopkins told of the difficulties which his party had encountered in reaching Lesser Slave lake, including the loss of a number of their horses. The letter was the ordinary complaint of one who had to do something without understanding his work. This party and others left Edmonton in defiance of all warnings as to the proper time to start and without making proper arrangements for horse feed. They were overcome by difficulties which they should and could have provided against. And yet they were in good health and spirits and were going on. The *Globe* republishes all of the letter that is unfavorable to the Edmonton route, carefully omitting that which is favorable, and in addition gives a statement by the premier that the police party which started in September had not yet reached their destination; and then moralizes as follows:

"The wisdom of the warnings of Mr. Sifton as to the need for an all-Canadian route to the Yukon at once, other than that by the interior from Edmonton, in case of necessity for the prompt moving in of troops or police to quell disturbances, is being proved more fully every day. * * * If the Stickine route were abandoned, as the opposition suggest, and the Dyea and Skagway route should be closed to our police or troops by the United States authorities it would take in winter time from four to six months to get men into the Yukon."

The fat wittiness of the *Globe's* comment is easily made apparent by a few comparisons. How long did it take Major Walsh's party to reach Dawson over the Chilkoot pass route and what was the comparative cost of transport of the Walsh and Moodie parties respectively? There is no question in the mind of any reasonable man that had the Walsh party left Edmonton at the time it left Vancouver and had an equal energy and regardlessness of cost been shown the party would have reached Dawson sooner than it did. It will be remembered that the preparations for the transport of the Walsh party were begun in July last and that one item of the cost of the supplies taken in was freight at \$1,000 per ton, paid for packing the twenty-five miles across the Chilkoot pass. When every resource at the disposal of the government was necessary to get Major Walsh to Dawson in January, it is small wonder that a party such as that of Insp. Moodie did not get through more quickly. Nor, if comparisons are in order, would it be any wonder if they did not get through at all. The case shortly stated is this: there is no practicable route at the present time, either from the coast or from Edmonton, unless it be the water route by the Mackenzie. That people can get over the coast routes and that they can also get over the Edmonton routes at great cost and inconvenience to themselves, is undoubted. Someone or more of these routes should be improved so as to render them commercial routes, and the decision should be in favor of the one that would give the best results to the trade of Canada for the money expended. The fact that the coast routes are not considered adequate for their purposes in their present condition any more than the Edmonton route, is shown by the fact that 4,000,000 acres of selected gold, mineral and timber lands in the Yukon and Mackenzie river districts are being granted to secure the improvement of one of them. Supposing for the sake of argument that this is a proper method of aiding improved communication, the question of interest is whether it will do more

for the trade and general development of Canada if used to promote communication from the coast or from Edmonton. This is the point that the *Globe* is careful to avoid in all its alleged reasoning, by talking as though the Stickine route already existed while that from Edmonton not only did not exist, but was impracticable. There is no more of a Stickine route to-day than there is of an Edmonton route, nor will there be until the money or resources of the country have been given to bring it into existence; money and resources which if used on the Edmonton route would develop the Yukon for Canada just as its being used on the Stickine route will develop it for the United States. For the fact has been thoroughly established by the debate on the Stickine railway bill in parliament, that the United States will monopolize the food trade of the Yukon over that route to the exclusion of Canada, while other branches of Canadian trade will be carried on at a disadvantage.

Probably the lamest part of the *Globe's* defence of the Stickine as against the Edmonton route is the allusion to the possible necessity for the prompt moving in of troops or police to quell disturbances over that route, should the Dyea and Skagway routes be closed to our police and troops by the United States authorities.

Special attention given to Correspondence.

P. HEIMINCK & CO.,
Edmonton, Alberta.

Prudent People Protect their Property by insuring in the

CANADIAN FIRE INSURANCE CO'Y.

W. J. RICHARDSON
LOCAL AGENT, EDMONTON.

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Reliance Loan & Savings Co.
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Office next to Blawie's Furniture Store.

FOR SALE
One Scotch back 25' h. p. marine boiler and 20 h. p. Duplex engine. Can be seen at the Edmonton Planing Mills.

Furs Furs Furs

Jos. Ullman & Co., of St. Paul, have recommended for buying for the coming season at their old stand.

THOS. HOURSTON,
21st Representative.

ENGLISH GOODS..

I have pleasure in directing attention to the Enormous Consignment of British Goods just opened at the Manchester House. Having purchased for cash on specially advantageous terms, I have secured some great bargains, in which all purchasers at the Manchester House will participate.

Make a point of securing some of the Lovely Dress Materials so suitable for evening wear, at from 25c. per yard and upwards.

Special attention is directed to some unusual bargains in Ladies' Flannelette Underwear, Hosiery, Scotch Wools and Shawls.

Long Silk Gloves (36 inches) all shades.

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W JOHNSTONE WALKER,
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FOR THE

..Klondyke..

New Goods coming in by every train, such as

Mackinaws—	Slickers,	Miners' Boots
Jackets,	Blankets,	Rubber Boots
Pants,	Duck,	Moccasins,
Shirts,	Duffel,	Mitts, Etc.

Evaporated Potatoes and choice Evaporated Vegetables. Large stock of Groceries and Provisions put up specially for Miners and Prospectors.

Branch store at Lesser Slave lake with good general stock, also Fresh Meats, and Hay and Grain for horses. Ask for our Pocket Guide of useful information.

LARUE & PICARD,

ROSS BROS..

The General Outfitters

FOR

The Route That's Never Blockaded

Hundreds of Miners have gone by Edmonton and hundreds more will follow, and we can outfit them all. We can supply you with Clothes to Wear, Food to Eat, and Tools to Mine With.

Our prices, approximately, for a year's outfit for one man would be:

Clothing \$75.00 to \$150.00,

Provisions \$85.00 to \$125.00,

Hardware \$40.00 \$75.00

We have been established in Edmonton for the past 15 years, during which time we have supplied the outfitting for the Northern Trade, and our concern is not one born of the Yukon rush.

Write for detailed price lists of supplies and information regarding the route, which we will send you free of charge.

ROSS BROS., - Edmonton, Alberta,

OUTFITTERS FOR THE GOLD FIELDS OF THE NORTH.

(Established 1883.)

EDMONTON SADDLERY CO.

HEADQUARTERS FOR TENTS,

Pack Saddles, Cart Harness,

Combined Pack Saddles and

Flat Sleigh Harness,

Waterproof Sheets, Sleeping Bags.

Also Flat Sleighs and Sleighs
of every description.



Bring your horses to us and we will fit you ready for the road.

W. H. MARTIN, Manager.

Fire Arms for the Klondyke

40 - 60.
WINCHESTER.

Winchester and Marlin Rifles in every calibre made. Lee Metford and Savage .303 Rifles. Combined Rifle and Shot Guns. Colt's Frontier Revolver with 7½ inch barrel, using 44 Rifle or Shot Cartridges.

Greener, Scott, Clabrough and other good English Shot Guns. Ammunition of all kinds. Catalogue on application. Mail or wire orders promptly attended to

CHARLES E. TISDALE, Vancouver, B. C.

Time Flies

And I have all the latest
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Watches to mark
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My Stock of Watches, Clocks, Jewelry and Silverware for 1888 is most complete. Microscopes and compasses in great variety, also interchangeable spectacles, guaranteed to suit all eyes.

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Skilful repairing of all kinds a specialty.

Family Knitter TELEPHONE ..

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Will do all Knitting required
in a family, homespun or factory
yarn. The **SIMPLEST** Knit-
ting Machine in the World.
We guarantee every machine to
do good work. Agents wanted.
Write for particulars.

Dundas Knitting Machine Co.

For first class Coal. \$2.00 per ton. No credit.

THE YUKON RAILWAY.

Ottawa, March 12, 1898.
The vote on the Yukon railway scheme took place at five o'clock on Friday morning at the close of the largest sitting of the session. The debate on this subject either directly or indirectly has been almost continuous since the house opened on February 3rd. This is the second important measure upon which, during the life of this parliament, the opposition have taken the part of an opposition, by both argument and vote. The first was the Drummond Counties railway bill of last session; but the opposition manifested to that was weak compared to that offered the Yukon railway project. It will be remembered that the fast Atlantic scheme and the Crow's Nest pass scheme of last session received the full endorsement of the opposition as such. But the opposition was weak in the Yukon as in the Drummond Counties case in that they were divided in their views. Sir Charles Tupper's chief objection to the Drummond Counties railway project was that it was intended to change the Intercolonial from a feeder to a competitor of the C.P.R.; while Mr. Foster based his objections on the alleged corrupt or extravagant nature of the bargain. On the Yukon railway the division was as to the respective advantages of the several routes. Sir Charles Tupper supported the Stikine route of the government bill, but opposed the conditions. Mr. Haggart, former minister of railways, supported the Pyramid Harbor route. Messrs. Powell, Pope and others pronounced for the Edmonton route and Mr. Foster counseled delay in railway building for the present year until the bonding question was settled and the value of the region and of the concessions contained in the proposed bargain were more fully demonstrated and in the meantime the pushing of a wagon road from Stikine river to Teslin lake and of a pack trail from Edmonton to Pelly river. Had the opposition united at an early stage of the debate on Mr. Foster's suggestion there is no doubt that they would have either secured substantial amendments to the proposed contract or they would have received considerable support from the government side of the house. As it was; while it is no secret that the bargain fails to meet the views of many members on the liberal side, as no satisfactory and tangible alternative was offered, they felt justified in accepting the government's proposition as the best available. The attempt made to unite all those opposed to the measure under an amendment which offered no definite alternative was a distinct failure. It did not receive the support of any friend of the government and five friends of the opposition voted against it—the vote standing 119 to 65.

On the government side it cannot be said that any very brilliant showing was made in favor of the bill. Their case rested on the point of urgency and economy. That is, that it was necessary to immediately improve the present means of transportation and that the treasury did not suffer thereby. This latter was what particularly commanded the scheme to the Ontario members who were elected to support the liberal party on its platform of economy. In their arguments the government members refused to consider that the lands granted to the railway company had any assured value. Sir Richard Cartwright alluding to the unwarrantable fuss that was being made over the value of a few million acres of "rocks under the Arctic Circle" while the attempt was made to show that the railway would benefit Canadian trade. The more that view of the case was argued the more firmly it became established that however much Canada might benefit the United States stood to benefit to a much greater degree, having a distinct and unquestionable advantage in the matter of food products, over the proposed or any other coast route.

The point raised by the opposition that the Hamilton Smith offer to build the line for a million acres of land should be accepted in preference to that of Mackenzie & Mann, being cheaper, was debated fiercely and at great length, but inasmuch as all the objectionable features of the first contract were also contained in Mr. Smith's offer, the only difference being in the area of the land affected, it did not detract any support from the government's scheme. It was thoroughly established, however, that Mr. Smith had behind him all the money required to do the work.

The difficulties as to bonding privileges being withheld by the United States government, of which much was attempted to be made by the opposition, told as heavily against the Pyramid harbor scheme as against the Stikine railway, and was met by Sir Wilfrid Laurier stating that in case the difficulties now being raised could not be surmounted otherwise, it was the full intention of the government to extend the railway from Telegraph Creek to an ocean port that unquestionably would be in Canadian Territory.

The vote on the second reading of the bill stood 111 to 72, a majority of 39 for the government's proposition. Messrs. Hughes and Bethune, of the opposition voted with the government and Messrs. McInnis, Oliver, Erb and

Rogers, of the government side, voted against the second reading, showing a net loss of two to the government.

Mr. McInnis, of Nanaimo, B.C., attempted to move an amendment to the amendment declaring against the terms of the present contract, as unwise and imprudent, and in favor of a new arrangement under which provision would be made for railway construction from Observatory Inlet on the coast of British Columbia, to Teslin lake by way of Telegraph Creek. G. E. Casey, of Elgin, Ont., one of the staunchest liberals in the house, seconded Mr. McInnis motion, and declared that after twenty years membership of the house and unwavering support of the liberal party, he could not, having regard to the principles which he had formerly advocated, support the bill. The amendment to the amendment was ruled out of order, by the speaker so no vote was taken upon it. When the vote on the bill was taken Mr. Casey was absent.

Mr. Oliver opposed the bill during the debate on account of the terms under which the lands were granted to Mackenzie & Mann, which he alleged would check development. Also because the resources of the Northwest Territories east of the mountains were being used to build a railway in British Columbia west of the mountains, and from 500 to 800 miles distant from the lands which might be taken, and whose development could not be aided by the railway, but must depend upon roads and waterways east of the mountains. Also because the practical effect of the wholesale granting of the gold lands of the Yukon to the Stikine railway, and the drain on the treasury which would be caused by the extension of that road to Observatory Inlet, would be to prevent the early opening of adequate communication between the farming districts of the Territories and the Yukon thereby shutting the farmers of the Territories out of their natural and proper home market in that region and injuring Canadian trade generally to that extent, as the United States would necessarily supply the food if the Northwest did not.

Mr. Rogers, patron, objected to the principle of granting the resources of the country so lavishly in aid of railways.

Mr. Erb, of Perth, Ont., who ranks as a straight liberal, did not give his reasons for his vote.

The bill will be taken up in committee of the whole house on Tuesday next, when the several clauses will be discussed and amendments suggested. After passing the house it will go to the senate. The possible action of that body is now the principal matter of conjecture. That the majority of the senators are opposed to the government is well known, but whether legitimate objections and partizanship combined will be sufficient to cause the estimable gentleman of that body to take action which might result in discomfort to themselves is doubtful.

MORTGAGE SALE OF VALUABLE

Farm Property.

Pursuant to the order and direction of the Honorable Mr. Justice Rocheau herein, and under and by virtue of a certain registered mortgage, made in pursuance of the Land Titles Act, 1878, and in accordance therewith, which may be produced at any time of sale, there will be offered for sale by public auction on Saturday, the 10th day of March, A.D. 1898, at Robertson's Hall, in the Town of Edmonton, at the hour of 2 p.m., the following property, viz:

The southwest quarter Section 16, Township 56, Range 21, west of the 4th Meridian, in the District of Alberta.

The above property is situated in the Fort Saskatchewan settlement, and is known as the farm of James H. Stevenson.

Terms and conditions of sale and further particulars and descriptions of the property will be made known at the date of sale or on application to H. C. TAYLOR, Vendors' Advocate.

W. S. ROBERTSON, Auctioneer.

POSTPONED.

The above Sale has been postponed for one week, until Saturday, March 26th.

LEGAL.

BOWN & ROBERTSON, Barristers, etc., BULLETT BLOCK. HARRY H. ROBERTSON. J. C. F. BOWN.

W. M. SHORT, ADVOCATE, NOTARY, ET AL. Office Cameron Block, Edmonton. Company and private funds to lend.

H. C. TAYLOR, M. A., LL. B. Barrister, Advocate, Solicitor, Notary, etc., in Office in Imperial Bank Block, Edmonton, Alberta, Canada.

BEC & EMERY, ADVOCATES, NOTARIES, SOLICITORS FOR IMPERIAL BANK OF CANADA W. C. BECK, Q. C. Crown Prosecutor.

Company and private funds to lend.

P. L. McNAMARA, Advocate, Notary, etc., Office over McLeod's Block, Main St., Edmonton, N.W.T. Solicitor for La Banque Jacques Cartier.

C. D. MACDONALD, M. A., (late of the Nova Scotia Bar—22 years practice) ADVOCATE, EDMONTON, N.W.T.

OFFICES: Edmonton, over Post Office.

South Edmonton, office of Hugh Goslin & Co.

Deutschsprachner Rechtsanwalt. Norsk talespråk. Avocat qui parle français.

MEDICAL.

H. C. WILSON, M. D., Temporary office at Dr. H. McInnis', Fraser Avenue. Office hours, 11 to 12 a.m. and 4.30 to 5 p.m. Residence, corner of Eighth and Sixth Street. Consultation hours 1 to 2 and 7 to 8 p.m. Telephone at office and residence.

A. BRAITHWAITE, M. D., Office at Residence H. Third street, south of new H. B. Store. Telephone connections.

A. AYLEN, M. D., C. M., McGill University Physician, Surgeon, Accountant, etc. Office and residence, Fort Saskatchewan, Alberta.

H. W. WHITEHALF, B. A., M. B. Graduate in Arts and Medicine, Toronto University. Member of College Physicians and Surgeons, Ontario. Office hours, 10 a.m. to 12 p.m. and 2 to 4 p.m. Main street, Edmonton. Office hours for consultation 9 to 10.30 a.m., 1.30 to 3 p.m., 7.30 to 9 p.m.

THE YUKON RAILWAY.

Ottawa, March 12, 1898.

The vote on the second reading of the bill stood 111 to 72, a majority of 39 for the government's proposition.

Messrs. Hughes and Bethune, of the opposition voted with the government and Messrs. McInnis, Oliver, Erb and

Rogers, of the government side, voted against the second reading, showing a net loss of two to the government.

Mr. McInnis, of Nanaimo, B.C., attempted to move an amendment to the amendment declaring against the terms of the present contract, as unwise and imprudent, and in favor of a new arrangement under which provision would be made for railway construction from Observatory Inlet on the coast of British Columbia, to Teslin lake by way of Telegraph Creek. G. E. Casey, of Elgin, Ont., one of the staunchest liberals in the house, seconded Mr. McInnis motion, and declared that after twenty years membership of the house and unwavering support of the liberal party, he could not, having regard to the principles which he had formerly advocated, support the bill. The amendment to the amendment was ruled out of order, by the speaker so no vote was taken upon it. When the vote on the bill was taken Mr. Casey was absent.

Mr. Oliver opposed the bill during the debate on account of the terms under which the lands were granted to Mackenzie & Mann, which he alleged would check development. Also because the resources of the Northwest Territories east of the mountains were being used to build a railway in British Columbia west of the mountains, and from 500 to 800 miles distant from the lands which might be taken, and whose development could not be aided by the railway, but must depend upon roads and waterways east of the mountains. Also because the practical effect of the wholesale granting of the gold lands of the Yukon to the Stikine railway, and the drain on the treasury which would be caused by the extension of that road to Observatory Inlet, would be to prevent the early opening of adequate communication between the farming districts of the Territories and the Yukon thereby shutting the farmers of the Territories out of their natural and proper home market in that region and injuring Canadian trade generally to that extent, as the United States would necessarily supply the food if the Northwest did not.

Mr. Rogers, patron, objected to the principle of granting the resources of the country so lavishly in aid of railways.

Mr. Erb, of Perth, Ont., who ranks as a straight liberal, did not give his reasons for his vote.

The bill will be taken up in committee of the whole house on Tuesday next, when the several clauses will be discussed and amendments suggested.

After passing the house it will go to the senate. The possible action of that body is now the principal matter of conjecture. That the majority of the senators are opposed to the government is well known, but whether legitimate objections and partizanship combined will be sufficient to cause the estimable gentleman of that body to take action which might result in discomfort to themselves is doubtful.

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COUNCIL MEETING.

The regular meeting of the council was held on Tuesday night, the night of meeting being changed from Wednesday to Tuesday, in order to meet the change of mails.

The following communications were read:

B. Friel, re mill.

O. H. Dingman, re canvassing.

Beck & Emery, re Burd estate.

L. Normandeau, A. Bradford, M. D., Stimson & Co.

N. D. Beck, re license by-law.

Rev. Gray, re L. Evans.

T. G. Pearce, re school debentures.

F. Oliver, re Edmonton District Railway Bill.

Department of interior, re opening routes.

Acton Burrows' Co., re advertising.

J. Cameron, J. B. Holden, J. Mann, A. L. Pattison, H. W. Heathcote, L. Brunelle, R. Pearce, J. R. Brenton, J. Brunelle, D. C. Robertson, Geo. Thompson, applications for night watchman.

The usual order of business was postponed in order to discuss the matter of improving the water route by removing the boulders which at present obstruct navigation at the Grand Rapids, and a motion was passed, approving and endorsing the action of the board of trade in asking for assistance from the government in reference thereto. It was also decided to send a telegram asking the minister to reconsider his decision. The mayor and Councillor Picard were appointed a committee to meet the board of trade and arrange the matter.

The following communications were acknowledged and filed: Acton Burrows' Co., F. Oliver, A. Bradford, Stimson & Co., L. Normandeau and minister of interior.

A list of buildings, businesses and callings, in regard to which the town may pass by-laws licensing and regulating was referred to the license committee for report at next meeting.

A committee was appointed to see what could be done re extending 1st street, River Lot 12 in a direct line and without the jog which will result from the present arrangement.

Al. Pattison was engaged as night watchman. His duties and hours to be defined by the license and police committee.

The fire, water and light committee was instructed to report regarding the erection of a light at the lower and upper ferries.

The medical health officer was instructed to see that all refuse from the numerous corrals is removed as quickly as possible, and to also examine the butcher shops, etc., and report as required by by-law.

METEOROLOGICAL.

The following temperatures are reported from the Dominion government observatory Edmonton, for the dates given:

	MAX.	MIN.
Monday, 21.	11	
Tuesday, 22.	33	2
Wednesday, 23.	44	20
Thursday, 24.	24	8

Barometer reduced to sea level 30.391.

MARRIAGES

McLean—McKinley—At the Manse, Edmonton on Wednesday, March 9th, 1898, by the Rev. E. C. Gallup, Hugh McLean to Christy Ann McKinley, both of Stony Plain.

MACDONALD'S

PHARMACY

The oldest established Drug House in the North.

We carry a full and complete stock of MEDICAL SUPPLIES

—AND—

SURGICAL DRESSINGS and make a specialty of outfitting for the Gold Fields. One of our MEDICINE CHESTS is an absolute necessity to every miner.

We buy in the Best Markets and Pay Cash and give you the best possible prices.

D. W. MACDONALD

CHEMIST AND DRUGGIST.

East of Imperial Bank, Edmonton.

BAPTIST CHURCH—Services Sunday 11 a. m. and 1 p. m. Sunday School 3 p. m. Prayer and social meeting, Wednesday, 8 p. m. Strangers welcome. C. B. Freeman, Pastor.

Unless there is a return of taxes, with all costs as specified before, upon the following lands in the said district, will be sold by public auction for the taxes and costs, at the hour of 3 o'clock p. m.:

N. W. T.

Part of a 1/4 quarter section, 5.75 acs.

SUPPLEMENT TO

Edmonton Bulletin.

VOL. XX.

EDMONTON, THURSDAY, MARCH 24TH, 1898.

No. 42

ARTHUR COASKE,
(LATE OF CHICAGO)

Tailor and Furrier

to er at reasonable prices.

Furs remodeled and repaired.

YUKON TRADE A SPECIALTY.

Next door east of Telegraph Office.

SUPERIOR COAL.

The undersigned having bought Mr. Egg's interest in his coal mine is now prepared to deliver coal to any part of Edmonton. Orders left with W. J. Stennett, for dealer, will be attended to.

Mr. H. MCKARTNEY.

Daily Bus Line.

Four times a day from Edmonton to South Edmonton and return.

Buses will leave the Alberta Hotel on the days and hours named below:

Monday, Wednesdays and Fridays at 8 o'clock and return at 10; leave again at 10.30 and return at 12.30. In the afternoon leave at 2 and return at 4; leave again at 6 and return after train arrives.

Tuesdays, Thursdays and Saturdays: Bus leaves same place at 7 a. m. and returns at 9; leaves again at 10.30 and returns at 12.30. In the afternoon leaves at 2 and returns at 4; leaves again at 4.30 and returns at 6.30.

Passengers and parcels carried.

. . . FRESH. . .

BULK OYSTERS

Every Monday and Friday at . . .

**Clarke's
Restaurant.**

For Klondikers.

Boats at Athabasca Landing

on hand or to order.

Any style from one to ten tons, with or without sail.

Prices on application. Send orders early.

WOODS & MCNEIL,
Edmonton, Alta.

Edmonton Agents: Gairdner & Harrison.

35-61

SLEIGHS ! JUMPERS !

Flat Sleighs

150 Toboggans or Flat Sleighs on hand, also Jumpers and Sleighs, Horse and Dog Carriols, Etc.

J. WALTER,
Upper Ferry Crossing.

EDMONTON, ALBERTA.

N. W. T. DAIRYMEN'S DEPUTATION.

The deputation from the Dairymen's Association of the Northwest Territories, arrived here on Wednesday night and a meeting was held in the town hall last Friday afternoon. Mr. F. Fraser Tims, M. L. A., was voted to the chair and there was a representative gathering.

Mr. E. N. Hopkins, president of the association, was first called upon. He gave a brief resume of the past work of the association showing the good work that had been accomplished. He said, however, that its mission was not yet fulfilled. Questions were constantly arising that required earnest consideration. The financial management of the creameries was the most important of them. He thought the best means to ascertain the most economical methods of production was occasional conferences of those who had the management of the creameries so as to compare notes and experiences. Before creameries were established it was found that farmers were losing a great amount of money. The merchants saw this as soon as anybody and it was the merchants of the country who came forward and helped to organize the creameries and to assist them with their capital. It was not, however, until the government took the matter up that the creameries proved a success. It was but a year ago that Professor Robertson built the creameries, the machinery coming from down east, and although it was late in the season that the creameries started they had made more progress in establishing Canadian butter on foreign markets than Ontario was able to do as regarded cheese, in 31 years. The great advantage of dairy farming was that it did not in any way interfere with their agricultural resources. They did not need to grow less wheat or less beef in consequence of dairying, while as to pork it was precisely the way to increase its production. He had great faith in the cow. It never went out on strike, or troubled itself about the financial condition of the country. It was necessary, however, to keep them in milk for a longer period than was generally done. He did not believe in summer fallowing cows. They should get a good cow and care for her and feed her in a proper manner. They would then get milk from her ten months in the year.

Mr. Angus McKay, of the experimental farm, Indian Head, congratulated the district on the interest shown in farming. He received more enquiring communications from Wetaskiwin, Lacombe, Red Deer, Innisfail and Oils than from all the rest of the Territories put together. The great difficulty to be overcome in dairying was to get a longer term for dairying operations. It was a difficulty, however, that could be overcome; but they could never overcome it if they trusted entirely to the native prairie. Cultivated land

was always better than the native prairie. The cow to be properly productive must have rations, and the only way to get rations was from cultivated land. There was no feed to speak of on the prairie until the first of June and then it was weak and watery, whereas bromo grass was eighteen inches long before that time and was good feed. The bromo grass was good in other respects not the least of which was that it kept the soil from blowing as also did roots. The great secret of getting feed was summer-fallowing and working the land so as to be sure of a crop whether the season be wet or dry; and not only for cleaning the land and retaining moisture. The land should be plowed for summer-fallowing as early in the spring as possible. Sowing should also be early, especially Red Fife which was the most hardy of wheats and would not be hurt by the summer frosts. The second week in spring is the best, but the third week is the safest. All sowing should be by the drill. No farmer should sow his seed broadcast. Then again, the seed should always be treated with blue stone and dipping was the best way so to treat, better than sprinkling. There was a good deal of smutty wheat in Alberta and the only way to get rid of smut was by proper blue stone treatment. Oats and barley ought to be treated in the same way. Smut had appeared in these cereals and he ventured to say that unless treated with blue stone in a few years there would not be any oats or barley in the country. He recommended the cultivation of vegetables. Alberta could produce as fine vegetables as any country in the world. The important point was to have two plots of ground. Fallowing was an essential factor in growing vegetables. Mr. McKay also advocated the cultivation of trees, for although there were plenty around they were nearly all of one kind; and he concluded an able address by giving some practical hints on weeds and their eradication, exhibiting some mounted specimens of the most noxious sorts.

Mr. W. Watson, of Moose Jaw, one of the vice-presidents of the association, in a very able speech, said the great advantage of government creameries was that the patrons knew they got fair play and cash payments. It was much better to have the uniform butter of the creameries than the haphazard qualities of domestic made butter however good its quality. Indeed it was the only way to secure the foreign markets. A buyer could sample Northwest butter at Moosejaw and he knew it would do for the whole of the Northwest, whereas under the old system each individual lot had to be sampled. He believed that at the present time the Northwest had the best system in the world. Then, again many persons might make good butter but not have the convenience to store it. Speaking of the wheat he had seen in Alberta he said it was as good as could be found anywhere, but it was

dirty and smutty. He therefore strongly urged the use of blue stone and showed by figures that as much would be saved thereby as the extra freight paid to the C. P. R. in consequence of the greater distance of the Alberta towns from the markets.

Mr. C. Marker, dairy department, Ottawa, said that next month he should call meetings of those interested in dairying to discuss matters with them, especially the creamery patrons; and he also had the gratifying news that Prof Robertson was coming among them once again. They wanted to start the creameries earlier in the spring and continue them later in the fall—to stretch both ends. He asked for the earnest cooperation of the farmers of Alberta, and he assured them that every thing the department could do would be done.

Several questions were asked and an interesting discussion took place.

Mr. Wm. Trant, of Regina, secretary of the association, in closing the meeting, advised the farmers to take summer-fallowing and bromo grass as their guiding stars, to inwardly digest the words they had heard that day, and by supporting the creameries enable the Northwest to produce a butter of uniform quality, consistent in texture, regular in color, identical in fragrance, and thus secure a strong hold on the markets of the world.

It was announced that the next meeting would be at St. Albert on Saturday afternoon and South Edmonton at two o'clock on Monday and the proceedings terminated.

Fur die Farmers DER UMGEGEND.

Von jetzt an sieht eins grasse! Auswahl guter preiswürdiger Arbeitspferde, leichter und schwere Schläger in corall seben dem Skating Rink zum Verkauf.

37-47

W. BELL IRVING.

EDMONTON DYE WORKS

—F. Mayerhofer,—

PROPRIETOR.

Near Electric Light Works.

All orders promptly attended to and first-class work guaranteed.

Before going to the..

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You can save Gold by buying
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MERCHANTS

Dealers in Staple Dry Goods,
Boots & Shoes, Groceries,
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Harness

In all its various styles made to order on the shortest notice at

LOOBY'S
City Harness Shop
Special attention given to
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Packing appliances.

Telephone S. Moran
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At \$2.00 per ton. Cash on delivery.
S. MORAN, Edmonton.

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OFFICE—Main Street EDMONTON, ALBERTA
EAST—Imperial Bank Block.

W. WILSON, L. D. S. Surgeon Dentist, Office
Parish Block, South Edmonton. Telephone
HOTELS.

A. LIBERTA HOTEL, EDMONTON—The above well known hotel having been recently enlarged and improved, now under the management of Mr. Jackson. Guests are presented to offer the best accommodation to visitors and the public generally. Table unsurpassed. Good sample rooms. Livery in connection. Bus meets all trains. JACKSON & GRIGERON, Proprietors.

JASPER HOUSE, north side of Main street. The only brick hotel in Edmonton. The largest house in Northern Alberta. First class accommodations, all board as room rates. Convenient sample rooms in connection. Also first-class livery and feed stable. J. GOODRIDGE, Proprietor.

QUEEN'S HOTEL, Edmonton. Strictly first class in every particular. Free Bus meets all trains. Free sample rooms. NEVILLE WHITE, Proprietor.



Better than Dawson City!

MORE MEAT

AT VANCE'S
than the Klondyke.

Struck it rich in Beef, Pork, Mutton, Chickens, Geese, and Turkeys

And all mixed up together in Sausages.

Terms as usual—to customers, cash in thirty days.

TOWN LOTS

In the vicinity of Stations on the Calgary & Edmonton Railway

FOR SALE...

Apply to C. S. LOTT, Calgary.
H. WILSON, South Edmonton, or
OSLER, HAMMOND & NANTON, Winnipeg.

BACK BENCHERS ARE THE AGENTS OF PARTY TERRORISM.

Under the above heading the Toronto Telegram; Independent, says: When the conservatives were in power certain of the Ontario representatives of the party at Ottawa were distinguished, not for the brilliance of their own remarks, but for their brutal intolerance of other men's independence.

Canadians who were within close range of the proceedings at Ottawa grew to hate the very name of Conservative because that name was associated with the persecution of independent members of the party by a lot of stupid and dull-witted and unscrupulous partisans.

It seems to be the evil fate of Ontario to supply men who snarl and snap at the heels of independent representatives of the people no matter which party is in power.

The Tory bigots who made life a burden to conservatives who dared to think for themselves on any question when their party was in power were never more bitter than the class of Ontario liberals who try to baffle and bully every member of their party into an admiring attitude towards Clifford Sifton.

The Ontario back benchers who try to ensure the prosperity of the late government by terrorizing men who dared to think for themselves, did a great deal to bring about the ruin of their party. And neither the country nor the liberal party is well served by the Ontario grits who try to make life a burden to men like Frank Oliver who are too big and too brave to take the will of any party leader for the law of their public lives.

NOTICE

Know ye all men,

That I have reliable information for sale contained in Ogilvie's Official Guide to Klondyke; also in the full reports of Dawson, Bell and others, and in the British Columbia year book, all accompanied with maps and illustrations.

I have just received Wall Paper, Kodaks and Musical Instruments.

G. H. L. BOSSANGE

FOR SALE!

That desirable dwelling house situated on College Avenue, Edmonton, immediately east of the public school, known as the Ibbotson house. Fine long lot.

As the railroad is sure to pass through Edmonton next summer, property will double in value before spring. Buy now before prices advance.

For particulars apply to

R. RITCHIE,
South Edmonton.

Stock-Taking Sale

Great Slaughter of Winter Goods.

Must make room for New Stock. For the next thirty days we will offer our Winter Goods at greatly reduced prices.

Call and inspect our Stock of Hardware

TERMS CASH...

SHERA & CO.,
FORT SASKATCHEWAN.

Carriage AND Repair

.. S H O P ..
QUEEN STREET, EDMONTON.

(In rear Jas. McDonald's shop)

SEE MY..

Klondyke Toboggans and Flat Sleighs at reasonable prices. Repairs of all on the shortest notice.

Low prices is my motto. Come and see me

JOS. BOUGIE.

GENERAL..

GROCERY STORE.

A full line of Groceries, Flour, and Chop Feed on hand.

Millinery department annexed with complete stock of Fancy Goods.

Orders for Teaming and Freighting to all parts of this country may be left at the store and will be promptly attended to.

O. H. BUSH,
EDMONTON.

NOTICE.

The Edmonton, Peace River Transportation and Storage Co. is now in a position to do business. Your freight and goods transported carefully and quickly. Satisfaction guaranteed.

A. G. HARRISON,
Manager.
Head office, "Yukon Bureau of Information,"
Edmonton, Alberta.

Carts for the Klondyke Trail

To arrive before March

1st, one car of Ox or Pony Carts.

Now on the way from the factories: Two cars of Drills, Sulky, Gang and Walking Plows, Harrows, Disk Harrows, etc., two cars of Special Teaming and Farm Wagons, one car of Buggies, Buckboards, etc.

Agents for the shod McCormick Binders and Mowers, and American and Canadian Threshers and Engines.

Agency for the famous Cleveland Bicycle. Samples now on the way.

THOS. BELLAMY.

Clothing

And Flour and Feed are two things that don't go very well together—too much dust. We went into the Clothing business without duly considering the matter, and as we think we have made a mistake we are willing, to enable us to run them off at once, to give you the benefit of this, therefore offer you

An \$11 Suit for \$9.00.

A \$9 Suit for \$7.25.

An \$8 Suit for \$6.50.

A fine heavy Pea Jacket for \$5.

A good warm Mackinaw for \$3.60. And a similar reduction in Underclothing, Sox, etc.

This is an opportunity you may not get again in Edmonton for some time to come. Come in and inspect the goods.

BECKETT & CO.,
Edmonton, first door east of Postoffice.

SOUTH EDMONTON BREWING COMPANY

Lager, Porter & Ales

THEY ARE UNEXCELLED.

The Family Trade Solicited and Supplied
Direct from the Brewery,
P. O. Box 122. Telephone in connection.

AGENTS—Frank Marrieg is agent at Fort Saskatchewan, and J. D. Renault is agent at St. Albert. James Goodridge is agent at Edmonton.

Lager and Porter may be purchased from the above agents at same price as is charged at Brewery. Kegs must be returned when empty to the agent from whom they were purchased. Any persons selling kegs or debasing name on same will be prosecuted.

Pigs Wanted!

The Edmonton Pork Packing Co. are now buying live pigs delivered at their curing house (Donald Ross' old hotel.) The highest market price paid.

W. S. EDMISTON,
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WHOLESALE & RETAIL

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